

U. S. WEATHER BUREAU, December 15.—Last 24 Hours' Rainfall, .04.  
Temperature, Max. 79; Min. 68. Weather, variable.

SUGAR.—96 Degree Test Centrifugals, 3.80c. Per Ton, \$76.00.  
88 Analysis Beets, 10s. 1½d. Per Ton, \$82.80.

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HONOLULU, HAWAII TERRITORY, WEDNESDAY, DECEMBER 16, 1908.

PRICE FIVE CENTS.

## PINEAPPLE DEMONSTRATION AT THE ALASKA-YUKON FAIR

**Loyd Childs Working on the Greatest Pineapple and Hawaiian Exhibit Ever Planned**  
---Hawaiian Girls.

Loyd Childs is planning a pineapple exhibit at the Alaska-Yukon Exposition which it is believed will be one of the features of the fair.

The plan is to serve Hawaiian pineapples—sliced, and in an attractive way—at the Hawaiian building, making a charge of ten cents a dish. It is a part of the plan to take a Hawaiian glee club of at least seven members, and seven attractive looking Hawaiian women to serve the pineapples.

It is believed that the plan can be made to largely pay for itself and at the same time attract attention to Hawaii as few other things would.

Ordinarily, such a concession could only be secured by the payment of twenty-five per cent. of the receipts to the exposition. But Hawaii has secured the privilege of carrying out such a plan without paying a royalty for the concession, so that it is likely to be more nearly a self-supporting proposition than it otherwise would be.

The pineapples to be served will be canned pineapples, except as the ripening fruit from the exhibit of green pines are used. It is estimated that served in this way the returns would be forty-five cents a can. The arrangements for serving will be attractive. The furniture will be koa, and lauhala mats will be used on the floor, the intention being that at the end of the fair everything of this sort shall be sold.

Mr. Childs is now working with the pineapple men making the arrangements by which this exhibit can be carried out.

## SHIPPERS AND THE A.-H. LINE

**San Francisco Opinion on the Sudden Increase of Charges.**

SAN FRANCISCO, Dec. 3.—Gossip was rife yesterday concerning the forces back of the proposal of the American-Hawaiian Steamship Company to increase eastbound rates affecting California commodities, the consensus of opinion being that the advance is no less than a piece of strategy, and that the great railroad interests have crushed the precious independence of the big ocean freight line.

The suggestion that the Harriman interests have purchased the control, or any part of the steamship company is lacking official confirmation, but it is believed in most business circles that the proposed increase of rates is the direct outgrowth of a traffic agreement dictated by the transcontinental railroads.

By what means the Harriman interests have succeeded in perfecting the suspected traffic arrangement, under which the American-Hawaiian company will follow whatever advances of rates are made by the transcontinental railroads, is something which none can suggest, let alone explain. But it is said there is the knowledge that an officer of the Southern Pacific Company a month ago made the statement that the Harriman railroads did dominate the steamship line, and that its rates would be raised.

The rates will be raised, according to Allen M. Sutton, the general freight agent of the American-Hawaiian company.

The rates, furthermore, will be raised, it is said, about the day on which the advanced tariffs of the transcontinental lines will go into effect. And, moreover, the rates, Sutton has admitted, will correspond in most particulars to the railroads' 10 per cent. horizontal increase, and as far as is now known, they will affect only California and only California products.

**Significance in Admissions.**  
These startling admissions, coming as a sequence to the reported boast of a high Southern Pacific officer that the Harriman railroads had already provided for an increase of the rates of the American-Hawaiian Steamship company are alive with significance, say shippers.

"There is no question but that there has been a traffic agreement made," says Joseph Durney, a director of the Merchants' Exchange.

"I can see the strength of the Harriman interests in this proposed increase of rates of the American-Hawaiian company," says Albert Frank, vice president of the big tanning firm of S. H. Frank & Co. "Evidently the advance of rates was planned long ago and it is the purpose to exact a tax from us in one way if not in another."

"Obviously the railroads and the steamship line have come together," says George J. Bradley, manager of the California Traffic Association.

These opinions were echoed through-

out business circles yesterday. And business men defy the steamship line to offer a single logical reason for a voluntary advance of rates when the maintenance of existing rates apparently is to its best interests.

Numerous inquiries at business houses failed to establish that the steamship company had notified its patrons of the proposed increase. For fully a month some have awaited such advice, as it had been expected that increases would be made of rates on specific commodities.

**Increases Indicated.**  
Two weeks ago it was learned that the rate on leather would be slightly increased. It was learned also that canned fruits would be required to bear an advance of about 5 cents a hundred pounds. All efforts to establish officially the character and extent of the advances were met with the statement that the contemplated tariffs had not been received from New York.

There was no intimation by the officers of the steamship company that a horizontal increase of rates was contemplated, but, to the contrary, the impression was created that one or two changes would be made in order to place traffic on a strictly profitable basis. It was explained that the American-Hawaiian Company had not been in business for a great period of time and, consequently, adjustments of rates were constantly being made. Shippers were assured that they would be advised of contemplated increases of the rates on their specific commodities.

In view of these statements and the apparently considerate attitude of the steamship company, no one imagined that a horizontal increase of rates would be made, corresponding to whatever advances were decided upon by the transcontinental railroads.

Naturally, the announcement in yesterday's Chronicle of a general increase of rates to meet the threatened tariffs of the transcontinental lines, was a positive sensation in the business world.

General Freight Agent Allen M. Sutton, when asked by a shipper whether the report of the proposed advance was correct, replied in effect: "I did not say what the Chronicle said I said." Notwithstanding, he admitted that the increase would be made, suggesting that westbound rates would be advanced first. He did not deny that eastbound rates would be increased, nor did he dissent at length when asked whether shippers were expected to absorb the advance on commodities which have already been quoted under existing tariffs.

**Argument of Shippers.**  
Shippers are ready to meet whatever arguments may be offered by the steamship company in refutation of the ostensible traffic agreement with the transcontinental railroads. One says that according to the American-Hawaiian Company, its steamers are now carrying 75 per cent. cargoes. With the increased differential created by the advance of rail rates, argues this man, the steamers might easily carry full cargoes. Moreover, he says, if the steamship company would avoid making an increase of its rates, there would be no limit to the development of its business. In a year or two the enormously enlarged tonnage would require many additional steamers.

"It seems absurd," said he, "to suggest that this is a voluntary advance of rates. Ordinarily, ideas of business would encourage the company to follow the lead of the railroads and to get all the commodities would bear. But in this instance the circumstances are entirely different. The steamers are not carrying full cargoes. That is a fact with which every business man

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## PUBLIC LANDS AND PLAGUE MONEY

**Governor Frear at Work on These Important Subjects.**

Governor Frear seems to be at work in Washington in an effort either to have the Territory reimbursed for some of its expenditures in protecting the Pacific Coast from plague and other diseases from the Orient, or else to have it relieved from the burden of such expenditures in the future. Acting Governor Mott-Smith received the following cablegram from him early yesterday morning:

"Washington, D. C., December 15.  
"Mail Land Commission report to Senator Foraker and Representative Hamilton.  
"Cable approximate amounts paid by merchants and Territory in infectious diseases other than leprosy since 1900.  
"Perhaps go New York Thursday.  
"FREAR."

Senator Foraker is chairman of the Senate Committee on Pacific Islands and Porto Rico, and Representative Hamilton is chairman of the House Committee on Territories. It is these committees which will consider the amendments to the Organic Act which the Governor has drafted. What these amendments are no one here knows, except in the vague way that they are drawn for the purpose of permitting the Legislature to amend our public land laws. They were drafted by Governor Frear on his way to the Coast. No copies of the drafts in their final shape have been received here, so far as known.

As to the matter of infectious diseases, whenever any of the Pacific Coast cities have had cases of plague the Federal authorities have taken hold, spent Federal money, and lots of it, and given the cities an entire cleaning up. Dr. Cofer was sent from here to Seattle to take charge of the work there, and thousands of dollars of United States money was spent in the work. But when the same thing has happened here, the Territory has been left to put up the funds itself with which to make the fight. At the same time it is universally admitted that this is an outpost that is of great service in protecting the Coast cities.

Acting Governor Mott-Smith expresses the belief that the Governor is seeking Federal aid in this very important matter of fighting infectious and quarantinable diseases. The Merchants' Association and the Chamber of Commerce will be communicated with to furnish the information desired.

From the last sentence of the cable it is thought that the Governor means he will start for home by way of New York and in that case will arrive here December 28.

### LONG VOYAGE FOR ALASKAN.

Early in February the freighter Alaskan, Captain Fred J. Bennett, now in San Francisco discharging a cargo of New York freight, will leave the Hawaiian Islands on a long voyage to New York via the Strait of Magellan. The Alaskan will take a cargo of sugar from the Islands for the Atlantic and is expected to return to San Francisco in six months. After discharging here the Alaskan proceeds to the Sound, returning to San Francisco to finish loading for the Islands.

## THE LITTLE BROWN BROTHER AS PROF. STARR SEES HIM

CHICAGO, November 30.—Frederick Starr, professor of anthropology at the University of Chicago, at a church lecture last night on the Philippines, said:

"In all the islands there is not a tribe that is not capable of self-government. There can be no doubt in any one's mind as to the Christian tribes, but even to the savages I think the words of the great republican apply: 'No man is good enough to rule another man without that man's consent.'"

"Oh," you say, "but they are head hunters and dog eaters." They are, but I never could see why dog should not make good food. They eat only clean white young male dogs. Why should the idea of eating a dog give us the shivers while the actual consumption of swine does not turn the stomach of the daintiest lady? "Why, do you know that I have seen people in this country who would eat raw oysters? I have done it myself. Think of a person who eats raw oysters sneering at a people that eat clean cooked dog!"

"As to the head hunting, that is over now, but when it existed it was a religious ceremony and does not com-



JOSEPH PULITZER, PROPRIETOR OF THE NEW YORK WORLD.

## AMERICAN NAVY NOW HAS FEW FOREIGNERS

A local naval officer, in going over the statistics of the American navy, has found some interesting data on the nationality of the bluejackets and marines. A book on naval matters written by a French officer, which he has been reading, throws a striking comparative statement in contrast with the present figures. The French writer, in referring to the beginning of the Spanish war in 1898, quotes the Spanish Minister of Marine as saying, in a communication to Admiral Cervera, that he had nothing to fear from the American fleet as its sailors were largely mercenaries and drafted from all nations of the globe, intimating that the native-born Americans were in the minority. That was true to some extent then.

The annual report of Rear-Admiral Pillsbury, Chief of the Bureau of Navigation, shows that the American navy now has a total of over 39,000 men, 95 per cent. of whom are citizens of the United States. The pure native-born Americans in the navy comprise 87 per cent. of the total of 39,048 men, and the naturalized citizens 8 per cent., making a total percentage of 95.

There are 11,364 petty officers. Many of these are old-time men-o'-warsmen, who enlisted in the days when sailors were of any nationality. But even with this large number the native-born form 80 per cent.; naturalized, 17.4 per cent.; declared intentions, 1.1 per cent.; aliens resident in the United States, .3 per cent.; natives of colonial possessions, .7 per cent.; a total of citizens of the United States of 98 per cent.

Of the various distinctions of color in the service, 35,971 are white; colored, 1867; Indian, 10; Chinese, 286; Japanese, 271; Filipinos, 455; Hawaiians, 22; Chimmoras (Guam), 38; Samoans, 81; Porto Ricans, 46; Costa Ricans, 1.

Of 51,000 applications for enlistment last year 56,000 were rejected, indicating that only the pick of the applicants are being selected, the physical examination now being most rigid and exacting.

### MANY WANT THE JOB.

About thirty men have applied for the position of sub-inspector of dredging, Pearl Harbor Naval Station. The civil service examination for eligibles for this appointment will be held today.

## THE WORLD DENOUNCES THE PRESIDENT WARMLY BECAUSE OF HIS MESSAGE

**Defies the Chief Executive and Holds Him Up to Ridicule—Muravieff Dead—Official Totals of Presidential Vote.**

(Associated Press Cablegrams.)

NEW YORK, December 16.—The World answers Roosevelt's message to Congress, in which the President denounces the statements of the Pulitzer newspapers about crooked work on the Panama canal and threatens libel suits, in a denunciatory leader. The World defies the President and quotes his message as an assertion, for the first time by an American Chief Magistrate, of the doctrine of lese-majeste. It says that neither King Edward nor the Kaiser would arrogate to himself such despotic powers. No other living man, continues the World, has libeled the United States as Roosevelt has. It has been his habit to besmirch Congress, bulldoze judges, assail the integrity of the courts and slander private citizens.

### THE PRESIDENTIAL VOTE

WASHINGTON, December 16.—The total official vote for President of the United States was: Taft, 7,637,678; Bryan, 6,393,182; Debs, 447,651.

### RUSSIAN DIPLOMAT DEAD

ROME, December 16.—Muravieff, the Russian Ambassador to Italy, has died of apoplexy.

### THE HAINS JURY

FLUSHING, New York, December 16.—The Hains jury has been completed.

### PAPKE-KELLY FIGHT

LOS ANGELES, December 16.—The Papke-Kelly fight was a draw.

### STARTS FOR HIS POST

TOKIO, December 16.—Ambassador Kato has left for London.

### MRS. MARTIN GUILTY.

OAKLAND, December 15.—Mrs. Martin, charged with the dynamiting of the home of Judge Ogden of this city, has been found guilty by the jury which has been trying the case.

### CAPTURED VENEZUELAN VESSEL.

WILLEMSTAD, December 15.—One of the Dutch battleships which has been maintaining the blockade of La Guayra has seized the Venezuelan coast-guard vessel No. 23.

### TOBACCO TRUST ILLEGAL.

NEW YORK, December 15.—The Federal Circuit Court handed down a decision today declaring the Tobacco Trust to be an illegal combination.

### CHAMPION SCULLER.

WANGANUI, New Zealand, December 15.—R. Armit defeated Webb for the world's championship at single sculls in a race held here today.

### BIGGY'S BODY FOUND.

SAN FRANCISCO, December 15.—The body of Chief of Police Biggy, of this city, was found today in the waters of the bay near Goat Island.

## SOME NEW SECOND LIEUTENANTS N. G. H.

Much interest is being manifested just now in the competition for the National Rifle Association's trophy offered each year. The competition is to begin on New Year's day and will last as long as it takes for all the competitors to shoot the required number of times. The competition is at 200, 300 and 500 yards on the open range.

There have been a number of National Guard officers elected lately. Corporal H. A. Bishaw was elected second lieutenant of Company G last Friday.

Sergeant Bradford Sumner was elected second lieutenant of Company A.

A. Q. Marcellino has been elected second lieutenant of the new company, Company C. Former Major Camara is captain, and former Captain Coster is first lieutenant.

## LEGISLATOR NOW A GUM-SHOE MAN

Hon. Daniel Kamahu, representative-elect of the Legislature, has been placed on the detective force at the police station, and is now togged out in khaki trousers and checked jumper, the prescribed uniform for the detectives.

"Yes, I've joined the gum-shoe men," said the representative-elect last evening while waiting for orders from Chief Kalakiela. Before running for the Legislature on the Democratic ticket Mr. Kamahu was one of the clerks in the receiving station.

The detective force, including Chief Kalakiela, numbers now about ten men, and the waterfront and motorcycle work is performed by three officers additional.

The fire department will test fire alarm boxes 28 and 29, both in Kakaako, sometime this afternoon. If the fire whistle blows these numbers it will be understood it is for testing purposes only.